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Proposed Claim Amendments for Examiner Interview – App. No. 10/562,870;

Attorney Docket No. 12400-058

1a. (Proposed Amended) A side air-bag for use in a motor vehicle, the side air-bag comprising two superimposed layers of a laminar material, each layer having a leading edge and a trailing edge, there being at least one tether having a laminar form and being disposed between the two layers, the tether having opposed ends including a forward end, which is connected to the leading edges of the two layers, and a rearward end, which is connected to the trailing edges of the two layers, ~~connected to the leading edges and the trailing edges~~ the laminar form along the forward end of the tether is positioned between and substantially parallel to the leading edges of the two layers and the laminar form along the rearward end of the tether is positioned between and substantially parallel to the trailing edges of the two layers ~~with the laminar form of the tether positioned substantially parallel to the leading and trailing edges,~~ the length of the tether between the connections being less than the width of the layers forming the air-bag between the connections causing the layers to have some wrinkles or folds between the leading and trailing edges when the airbag is uninflated and the tether is in a flattened condition, the air-bag is configured to be mounted in the motor vehicle and to be deployed in a deployment direction that is substantially parallel to a longitudinal axis (X) of the motor vehicle, and wherein during deployment of the air-bag the tether extends between the leading and trailing edges to limit movement of the leading edges in the deployment direction

and the laminar form of the tether is positioned along a plane substantially perpendicular to a lateral axis (Y) of the motor vehicle, forcing expansion of the air-bag in a direction substantially parallel to the lateral axis (Y).

1b. (Proposed Amended) A side air-bag for use in a motor vehicle, the side air-bag comprising two superimposed layers of a laminar material, each layer having a leading edge and a trailing edge, there being at least one tether having a laminar form and being disposed between the two layers, the tether having opposed ends connected to the leading edges and the trailing edges such that the laminar form along a forward edge portion of the tether is positioned between and substantially parallel to the leading edges of the two layers and the laminar form along a rearward edge portion of the tether is positioned between and substantially parallel to the trailing edges of the two layers ~~with the laminar form of the tether positioned substantially parallel to the leading and trailing edges~~, the length of the tether between the connections being less than the width of the layers forming the air-bag between the connections causing the layers to have some wrinkles or folds between the leading and trailing edges when the airbag is uninflated and the tether is in a flattened condition, the air-bag is configured to be mounted in the motor vehicle and to be deployed in a deployment direction that is substantially parallel to a longitudinal axis (X) of the motor vehicle, and wherein during deployment of the air-bag the tether extends between the leading and trailing edges to limit movement of the leading edges in the deployment direction and the laminar form of the tether is positioned along a

plane substantially perpendicular to a lateral axis (Y) of the motor vehicle, forcing expansion of the air-bag in a direction substantially parallel to the lateral axis (Y).

1c. (Proposed Amended) A side air-bag for use in a motor vehicle, the side air-bag comprising two superimposed layers of a laminar material, each layer having a leading edge and a trailing edge, there being at least one tether having a laminar form and being disposed between the two layers, the tether having opposed ends connected to the leading edges and the trailing edges such that a forward edge of the laminar form of the tether is positioned between and substantially parallel to the leading edges of the two layers and a rearward edge of the laminar form of the tether is positioned between and parallel to the trailing edges of the two layers ~~with the laminar form of the tether positioned substantially parallel to the leading and trailing edges~~, the length of the tether between the connections being less than the width of the layers forming the air-bag between the connections causing the layers to have some wrinkles or folds between the leading and trailing edges when the airbag is uninflated and the tether is in a flattened condition, the air-bag is configured to be mounted in the motor vehicle and to be deployed in a deployment direction that is substantially parallel to a longitudinal axis (X) of the motor vehicle, and wherein during deployment of the air-bag the tether extends between the leading and trailing edges to limit movement of the leading edges in the deployment direction and the laminar form of the tether is positioned along a plane substantially perpendicular

to a lateral axis (Y) of the motor vehicle, forcing expansion of the air-bag in a direction substantially parallel to the lateral axis (Y).

2. (Cancelled)

3. (Previously Presented) A side air-bag according to Claim 1 wherein there is a single tether.

4. (Previously Presented) A side air-bag according to Claim 1 wherein there are at least two tethers at spaced apart positions.

5. (Previously Presented) An air-bag according to Claim 1 wherein the air-bag is divided into two separate internal inflatable chambers by means of a seam interconnecting the layers of laminar material.

6. (Previously Presented) An air-bag according to Claim 1 wherein the width of each layer of laminar material at the point where the tether is provided is W and the length of the or each tether is d , wherein $d < 2W/\pi$.

7. (Previously Presented) An air-bag according to Claim 1 wherein one of the opposed ends of the tether is sewn to the leading edges of the layers of the air-bag.

8. (Previously Presented) An air-bag according to Claim 7 wherein the two layers are sewn together by a peripheral seam, and the peripheral seam forms the connections of the opposed ends of the tether to the leading and trailing edges.

9. (Previously Presented) An air-bag according to Claim 1 wherein the wrinkles or the folds are formed in an area of the layers proximate the tether.